

ABSTRACT OF THE DISCLOSURE

A rotational speed $V1$ of a left front wheel $T1$, a rotational speed $V2$ of a right front wheel $T2$, a rotational speed $V3$ of a left rear wheel $T3$, and a rotational speed $V4$ of a right rear wheel $T4$ are detected by rotational speed sensors $S1-S4$,
5 respectively. A front-wheel yaw rate γ_F arising due to a rotational speed difference between the front wheels $T1$, $T2$ and a rear-wheel yaw rate γ_R arising due to a rotational speed difference between the rear wheels $T3$, $T4$ are monitored. When a significant disparity between the both rotational speed differences is observed, it is
10 determined that tire inflation pressure of any of the wheels $T1-T4$ has decreased. Upon detection, correction is made to an apparent yaw rate that would be observed in the properly inflated wheel as a result of steering for correction by a driver, thereby improving detection accuracy of underinflation of the tires.